VANDALIA FREIGHT PUZZLE

General Freight Agent Weed Says It Was Purely an Arbitrary Cut.

The Loaded Cars Not Being Handled by the Eastern Lines as Fast as They Might-Decrease in Local Tonnage Lusiness.

While the Vandalia is continuing to load grain on its reduced rates it is not going forward as freely as the transportation department had expected. Some portion of the business is going forward to the seaboard, while a good deal of it is held back on side-tracks awaiting a change in the situation. The course the Pennsylvania Company is pursuing is a surprise, as the freight men on the Pennsylvania lines are well informed as to what forced the Vandalia to take the step it did. W. S. Weed, general freight agent of the Toledo, St. Louis & Kansas City road, takes exception to the statement in Saturday's Journal that this road was in some measure responsible for the trouble. Mr. Weed says: "The trouble results from the low lake rates from Chicago. You see it does not affect the Wabash, Chicago & Alton or our company, who have steamboats, while it does seriously interfere with other roads running into St. Louis, of the Vandalia stripe. They have no boat connections, and consequently find it difficult to compete. To overcome this General Manager Williams, in the absence of Mr. Hibbard, attempted to arbitrarily force this cut. The Eastern roads say that they will not support the Vandalia in its cut, but I think they may make it go, not through the support of the B. & O., but through the Erie. In a field of six roads the Vandalia ranks third, and has a fair per cent. of the tonnage out of St. Louis."

Falting Off in Freight Business, The train records show that there were 464 fewer loaded cars received and forwarded at Indianapolis the week ending July 30 than in the week preceding, but the falling off is due to lack of power rather than to a scarcity of freights, as on all lines the business is now limited by the power or cars which can be commanded. Compared with the week ending July 23 the Bug Four lines show a lighter movement last week, and the Pennsylvania lines a heavier one. On the Big Four every engine fit for service is in use, and the freight accumulates in the yards. Yesterday passenger, as well as freight, engines were brought into service to clear up delayed freights. The east-bound movement with all lines was heavier last week than in any week for some time past. There were forwarded over the Bee-line division of the Big Four 1.227 loaded cars, against 821 brought west. The Pennsylvania for-warded 833 loaded cars against 715 brought in, and the east-bound movement with the Fig Four via Cincinnati and the Cincinnati, Hamilton, & Dayton was much heavier than in preceding weeks. The improve-ment is in export business and New England freights. Shipments of produce and of live stock East were heavy for the last week in July. West bound the tonnage was somewhat lighter than in either preceding week of July. This is largely due to the troubles in the region of Pittsburg, and affeets the low-classification freights, the shipments of the higher-class freights averaging well with those of some time past, North-and-south roads continue to do well Shipments of ice and provisions south are heavy, and the shipments of fruits, vegetables and lumber northward are large. Local business could hardly be better. Most of the manufactories which shut down in July have resumed operations, and their shipments are heavier. Indianapolis manufacturers snipping hundreds of car-loads of goods monthly to the Southwest, the Northwest and the Pacific coast. The Western and the Southern lines are bringing in about 250 car-loads of grain a day, about seventyfive cars of which stop at Indianapolis, and the rest go to the sea-board. The ship-ments to Detroit and Toledo are not as heavy, while to Baltimore and Philadel-phia there has been a marked increase the last week. Below is given the number of cars received and forwarded at this point for the week ending July 30, as compared with the corresponding week of the preceding two years: 1 1 1 1 1

Name of Road.	ouded cars, 1892	oaded cars, 1891.	1890.
L., N. A. & C., Air-line	401	338	262
., D. & W	412	296	264
H. & D. (Ind'p'l's div.)	842 58€	567 606	559 420
(I. & V	675	435	484
I I onic'to div	1.11	888	736
Penn'a lines Chie'go div.	717	395	269
(Ind'a'plsdiv	1,547	1,437	1,385
Peoria & SEast div.	1,00	518	514
Eastern Westdiv.		588	627
Chicago div			
Big Four Ci'e'n'atidiv			1,819
lines St. Louis div	1,902		
Vandalla	2,048 1,810	1,798 1,867	1,561 1,724
Totals	19,059	14,994	14,878
Empty cars	4,333	4,322	4,008
Total movement	23,392	19.24	18,886

Personal, Local and General Notes, D. T. Bacon, general manager of the Indiana Car-service Association, left for Denver yesterday to be absent for a couple

The consolidated car companies of Michigan are now the largest establishment of this character in the world. Their present daily product is eighty freight cars a day. W. J. Donovan to-day becomes general freight agent of the Boston & Maine road, through the promotion of W. F. Berry to the position of general traffic manager of

The passenger rate to Chicago from Memphis was cut \$2 Friday. The rate now is \$11.50, instead of \$13.50. This cut is made to correspond with the cut in rates north of the Ohio.

John H. Barker has become the sole owner of the car-works at Michigan City. Mr. Barker is reported to be worth \$6,000,000 and the works are now making a great

deal of money. Charles Millard, general agent of the Missouri car and foundry-works, spent Sunday in the city. He states that this company has all the cars under contract it can build by Nov. 1.

The Pennsylvania Company is having some warm competition for Denver business out of Pittsburg. The round-trip rate is now down to \$21.35, while the rate one way, tariff, 18 \$39.65.

The Traders' Dispatch has been given a two-cent differential on sixth-class package freight to Boston, via Philadelphia, making a part rail and part water route. Wool is included in this differential.

E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton lines, left with his family Saturday night for Old Point Comfort. Mr. McCormick will be absent but a few days.

Pittaburg is soon to have a new Chicago line. It is stated that the Pittsburg & Lake Erie and the Lake Shore, John Newell being president of both companies, are to put on through solid trains between Pittsburg and Chicago.

The official report of Charles Neilson, general superintendent of the Cincinnati, Hamilton & Dayton lines, to President Woodford shows that 8,006 persons were carried on the Niagara Falls C., H. & D. excursion trains on Friday last.

On the Indianapolis division of the Cincinnati, Hamilton & Dayton lines there were handled 10,129 loaded cars in the month of June, which Superintendent Galloway thinks good business with the power which this division has to get along with.

On Aug. 15 the reduction in east-bound rates to Boston and points taking the Boston rates will take effect. The most important reduction is on sixth-class freighte, which includes grain. The rate on sixthclass freights to Boston, and Boston basing points, is now five cents above that to New York; under the adjustment it will be but two cents per 100 pounds higher, which is really a reduction of 3 cents per 100 pounds, which shippers in the West will from this territory goes to New England

points. The business men of Boston have been working for years to bring about this THE PINTSCH GAS SYSTEM adjustment in favor of New England.

The move of President Ingalis to secure to the Chesapeake & Ohio system the Elizabeth, Lexington & Big Sandy road is working very smoothly. The new bonds are ready for delivery. These are 5 per cent. bonds, the interest on which is guaranteed by the Chesapeake & Ohio.

The Cincinnati, Jackson & Mackinaw road, which it is proposed to saddle on the Cincinnati, Hamilton & Dayton, earned in the third week of July \$13,159, a decrease, as compared with the corresponding week last year, of \$78. It is questionable if such earnings will pay its operating expenses. The Interstate-commerce Commission

could find meat in investigating the disregard of the interstate act in the Denver excursion business of this week. Different bodies went shopping for lower rates and got them, and then, when the bottom of rates was thought to be reached, one road threw in the Pullman-car service free, another carried the bands and employes free, and a third threw in the meals.

The family of each of the five men who were killed at Kellers by a washed-out culvert, a few days ago, on the Wabash road, was visited by the company's claim agent and presented with \$2,000 in cash. The company had before borne the entire funeral expenses in each case. The receivers were not asked to sign any iron-clad re-ceipts or anything of that kind. The company gave this sum as a slight recompense for the misfortune which had come to these five families, making no distinction in the gift on account of the position held by the persons killed.

H. R. Dering, assistant general passenger agent of the Pennsylvania lines, was in attendance at the meeting in Cincinnati on Friday, where all Western and Northern lines were represented, and the proper of-ficial for each agreed to maintain a rate of \$19.50 to Denver and return on all Knight Templar business. He says that a restora-tion of rates in Chicago and Ohio River Traffic Association territory was not alluded to, and he is of the opinion that 2 cents per mile will be the prevailing rate for many months to come. He would be giad if even a 2-cent-a-mile rate was an assured fact.

W. M. Gerard, one of the best-known ticket agents in this section, will on Aug'
10 retire from the ticket agency of the
Monon at this point on account of poor
health, expecting to return to railroading
after taking a good rest and with improved health. Mr. Gerard commenced railroad time learned telegraphing. In June, 1880, he entered the telegraph service of the Monon under James Reeves at a salary of \$25 a month. Shortly after he was sent to Greencastle as telegraph operator and then into the train-dispatcher's office. Eighteen months later he was appointed agent and telegraph operator of the company at Gosport, a few months later he was sent to the more important office at New Albany, and in 1885 was appointed ticket agent and operator of the Monon at Indianapolis, which position he now leaves. David Parmalee, an old-time passenger conductor on the O., I. & W. road, will be his suc-

ST. MART'S DEDICATED.

New Altars of the Church Consecrated to Service-Large Crowd in Attendance

St. Mary's Catholic Church Germ was resplendent yesterday in its new at: and each of the services brought a lar. audience. During the past three weeks wonderful changes have been made in its interior, and yesterday the congregations were able to behold the handsomest Cathohe church, so far as the auditorium is concerned, in Indiana. The church has been frescoed throughout with admirable skill and taste; there are three new altars, one large and two smaller ones, two new confessionals and other additions that add to

the beauty of the furnishing of this temple. The chief service was at 10 o'clock in the morning, when the church was crowded, about a thousand persons being present to witness the impressive ceremony of blessing the new altars and dedicating them to to their sacred uses. This ceremony was conducted by the Very Rev. Father Scheideler, vicar-general of the diocese. Bishop Chatard spoke briefly of the necessity of beautiful houses of worship, and that the church of Rome had always given encouragement to art, believing that the service of God should have the best of which man-

kind was capable. Father Scheideler then gave a history of the raising of the fund for the changes and decorations. He said the high altar in the center cost \$1,180 and each of the two side altars \$350, making a total of \$1,880 for the altars. Mrs. Maus had contributed \$1,500 for the purchase of the altars, but when she learned of the additional cost she assumed that also. The fresco work cost \$1,500, the chancel \$218, the confessionals \$200, two pictures now being painted \$150, making a total of \$2,068. This amount was raised by forty-five contributors, ten of whom gave \$100 each. There is a balance remaining of \$107 and the pastor announced that the members who had not previously contributed would be called on, as there was still

further use for money.

The sermon of the morning was from Genesis, twenty-eighth chapter, seventeenth verse.

CHRISTIAN ENDEAVOR DELEGATES.

These Home from New York, Belonging to the Christian Church, Make Their Report.

The returned delegates of the Central Christian Church to the international convention of the Young People's Society of Christian Endeavor, at New York, made their reports last night to their society. The speeches and papers were able, interesting and instructive throughout, and the society has just cause to feel proud of the talent among their members.

The delegates reported on subjects as follows: "The Trip Over," Miss Ida Nail; "First Day of Convention," Miss Garnet Ashbrook; "Part of Friday," Charlie Hawk-ins; "The Disciples' Rally," Mr. Otis Green; "The Consecration Meeting," Miss May Johnson.

Mr. V. C. Kendall told how the missionary spirit was spreading among all Christian Endeavorers and how all were realizing more and more that the one great aim should be to "preach the gospel to all nations," and in their union on this thought he believed was one of the first stepping stones toward the union of all Christians as

one body under one leader. Mr. Willis Hume explained some differences noticed between Christian Endeavorers of the East and those of the West. For enthusiasm "we Hoosiers, Suckers, etc.,' were in the lead; also a beautiful description of the representatives from all nations represented singing "Blest be the Tie that Binds," showing that under the one great motto, "The world for Christ," they formed one common endeavor band.

STATE BOARD OF EQUALIZATION.

Democratic Memters Intend to Stand by Last Year's Assessments

This morning the State Board of Equalization will meet at the State-house to fix the valuations of railroads and other corporations for the assessments. The board will not be in session to-day longer than to notify the corporations when they can be heard. The Journal has it on reliable information that the Democratic members of the board have determined that there will be no backdown from the values fixed last year. They claim that investigation has satisfied them that two or three short branch roads in the State were assessed too high last year, and one or two main lines had been assessed at too low a figure. In the latter case the assessment will be raised to offset the reduction made in the former. At this time last year there had been filed with the Auditor of State man from county boards of review, but up to the present time none have been filed. Several appeals will be taken, however. As a whole the corporation valuations will

Only \$3.75 to Chicago Via the popular Monon route, the din ing

car line. Big Four Route. \$19.50 to Denver and return.

remain the same.

A Method for Lighting Passenger Coaches to Be Introduced in This City.

Talk of Establishing a Branch Plant-The Many Industries of Indianapolis-Manufacture of Electrical Appliances.

The Pintsch Lighting Company, which furnishes the New York Central, Lake Shore and many other leading railway lines with gas for illuminating their cars, is very largely extending its system of supply stations for the manufacture of the Pintsch gas. The Lake Shore & Michigan Southern has established a special Pintsch gas plant at Toledo, for the purpose of supplying all its passenger cars between Toledo and Chicago, and Toledo and Buffalo. The Wahash and the Cincinnati, Hamilton & Dayton will also be supplied from the same plant. The importance of the new plant may be appreciated from the fact that it will probably have to supply seventy-five cars a day.

Recent tests made by leading experts in experimental mechanics and chemistry show that the Pintsch system is from 37 to 46 per cent, cheaper for lighting than the gasoline system, according to the candle power required, and is much cleaner and

The importance of Indianapolis as a railway center, which makes it a very favorable point for the location of a plant for the manufacture of the Pintsch gas to be sup-

manufacture of the Pintsch gas to be supplied to the many passenger trains passing through, has not been overlooked, and if sufficient local interest were manifested in the enterprise it is not improbable that such a supply station would soon be located here by the owners of this system.

Mr. Charles L. Gately, representing the company, was in the city Saturday, looking over the ground and arranging for the location of the works in case the establishment of the plant is finally determined upon. The Big Four system, which is upon. The Big Four system, which is using the Pintsch gas-light on a portion of its cars, is contemplating the introduction of it in all of their coaches and vestibule cars, and several of the other lines which enter here, including the L. E. & W., have already determined upon the use of this light. It is probable that a plant of the capacity for furnishing 400 cars per day will be established, if the arrangements now pending justify the outlay.

Electrical Appliances.

Joseph Ratti is putting in a twenty-horsepower motor to run his printing presses. The Lieber picture-frame manufactory is putting in a Chandler & Taylor engine to run a complete electric plant they propose to put in for lighting the building and running portions of the machinery.

The Jenney Electric Motor Company is putting in an extensive plant at the Premier steel-works. One dynamo is for testing the electric elevators one hundred horse-power, the other dynamo for 275 inandescent lights.

It is said that the science of electricity is the wonderful results already attained from this power and how various are its uses, this statement seems amazing. The use of this force as applied to the transmission of sound and motion and the propelling power of machinery is that with which the laity are familiar, but there is another field in which it is extensively used and with quite as remakable and valuable results. The science of medicine and surgery finds in electricity a most potent ally, and its different currents, intelligently controlled and directed by the hand of the professional operator, bears "healing on its wings" to many cases of suffering humanity. These reflections were the result of a visit to the electrical department of the surgical instrument house of William H.

Armstrong & Co. In the month of June ten persons were killed on the electric roads of this country, one of the number being killed on one of the Indianapolis electric lines, and fortythree people were injured, in some cases seriously. An authority on electrical matters, in speaking of these accidents, says the underlying cause in a majority of these accidents was inexperience. The men who operate these cars learn their trade or "profession" directly or indirectly from horse-railroad men, and they naturally govern themselves by horse railroad standards. Poor judgment about the proper limits of speed, about the danger of breakage of wheels and about the effect of various circumstances on the safety of the track. are doubtless the underlying causes of most of these accidents, as they have been of many others of a similar nature though less disastrous. As the steam railroad men have been half a century in acquiring their present degree of skill and caution, it would be unbecoming for them to point the finger of scorn at the electric railroad "hustiers," who are securing so much favor with the public at the present time; but it is none the less true that the latter should avail themselves more fully of the results of exerience before they attempt to run light cars at high speed and at frequent intervals on tracks of all degrees of badness.

Industrial Notes. R. R. Rouse, of this city, is sinking an artesian mineral well, eight-inch pipe, to s

depth of 2,700 feet, at Louisville, Ky. The D. E. Stone Furniture Company sent sample lines to Grand Rapids and to the New York furniture exposition. Orders are more than double any former season, and will crowd this factory to its fullest capacity for the next three months.

Atkins & Co. this morning begin the erection of a brick building for a boilerhouse, 70 feet in length by 40 in width, and so arranged as to burn for fuel either natural gas or oil. The present boiler-house will be used in enlarging the shops, Kingan & Co. the last ten days have been shut down on account of the extreme-

ly hot weather, something which has not occurred in years, the establishment heretofore through warm weather killing an average of two thousand hogs a day. Hetherington & Berner last week delivered three of the immense boilers on the

contract for twelve with the Premier steelworks. These boilers are 6 feet in diameter, and 16 feet long, and contain 74 flues 4 inches in diameter. Each boiler is rated 100-horse power. The Evans Linseed Oil Manufacturing Company resumes operations this morning.

after having been shut down for a month for general repairs. Mr. Evans states that the outlook for their business is quite promising. In the year ending June 30 the results of the company's operations were very satisfactory. The Indianapolis malleable iron-works shut down Saturday night for one week to make needed repairs, after running one year without shutting down, except Sundays and holidays. Usually two weeks is

taken for repairs, but this year business is so active that they will resume operations on Monday, Aug. 8. C. B. Cones, of the firm of Cones, Sons & Co., states that this has been the banner year with the manufacturers of shirts. overalls and like low-priced goods. The demand has been so great that all the establishments have worked steadily through the entire season, and are now be-

ginning to turn their attention to fall and winter orders. The Indianapolis Chair Company is inst completing one of the largest dry-kilns in the West, to be provided with all modern methods and appliances for arying lumber expeditiously now in use, and will be complete in every respect. The new threestory building is nearing completion, which will, when occupied, make the establishment, as a whole, one of the largest in the

country. The Central Chair Company has just completed a three-story warehouse, a convenience it has long stood in need of. The manager of the company states that the business of the establishment was never better in July. Usually the company manages to get a little stock shead in the summer months, but such has not been the case this year, and the works have been run

full time and full-hande d. The newly incorporated Indianapolis Switch and Frog Company has purchased a large building in Springfield, O., in which to establish a branch of its business. Mr. McGettigan says it will in no manner affect the business of the Indianapolis manufactory, which for months has been running most of the time day and night to fill its Miles's Nerv orders. The business of the company has Pharmacy.



"A woman best understands a woman's ills."

"The normal life, wellbeing, and happiness of mankind depend upon the physical health and perfection of woman."

"AN INVALUABLE MEDICINE."

DEAR MADAM:

You speak of using my recent letter as a testimonial you are perfectly welcome to do so - would that I could influence all suffering women to give your compound a fair trial. I must say to you that it is an invaluable medicine, and, if used according to directions, will prove a certain cure for the diseases it is recommended for. It has been very, very beneficial to myself and daughter. Sincerely Yours,

MRS. S. BLAIR, cor. Church and Park Sts ...

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VECETABLE Is the only Positive Cure and Legitimate Remedy COMPOUND for the peculiar weaknesses and ailments of women. All Druggists sell it as a standard article, or sent by mail, in form of Pills or Lozenges, on receipt of \$1.00. LYDIA E. PINKHAM MED. CO., LYNN, MASS.

An Illustrated book, entitled "Guide to Health and Etiquette," by Lydia E. Pinkham, is of great

un'un to ladies. We will present a copy to anyone addressing us with two 2-cent stamps.

COPY OF STATEMENT OF THE CONDITION

-OF TRE-Michigan Fire and Marine Insurance Company

On the 30th day of June, 1892. Located at No. 95 Griswold street, in the city of Detroit. Wayne county, State of Michigan.

EUGENE HARBECK, Secretary, D. WHISNEY, JR., President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons..... Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is 63,025.00 638,157.9 mortgaged and free from any prior incumbrance..... Debts for premiums. \$910,051.19 \$15,351.1 Losses unadjusted.
Losses in suspense, waiting for further proof.
Amount necessary to reinsure outstanding risks.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1892, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of July, 1892.

J. O. HENDERSON, Auditor of State.

reached such proportions that lit could not be done in its present limited quarters, and an opportunity opened at Springfield to secure buildings suitable to extend its manufacture, and they were purchased.

The Reliance ax factory has been so pressed with orders this summer that it has not yet taken its usual summer shutdown of two or three weeks. It seems strange to go into this establishment and notice shipments of the ax manufactured to New England, as was the case on Wednesday last. Shipments were made the same day to Montana, Colorado and New Mexico, and also to Philadelphia.

Thomas Chandler, of the firm of Chandler & Taylor, has returned from a trip through Mexico, which was a valuable one to the company through the introduction of engines this establishment builds. These works, last week, shipped two car-loads of machinery to Seattle, Wash., one to Portland, Ore., one to Slater, Mo., and one to Chicago, and the outlook, Mr. Chandler states, could not well be more promising.

Parrott & Taggart have completed the improvements to their bakery, and now give employment to 135 people, thirty of whom are girls, and the number of the latter employed is to be increased. So great has been the improvement in the quality of bread and cakes made by Indianapolis bakeries the last few years that the num-ber of families who depend largely on the baker to furnish their product is greatly

The Parry Manufacturing Company this morning commences the erection of another building, two stories high, 265 feet in length by 100 in width, running south from Garden street to Pogue's run. The improvement is but a temporary one, but is made necessary from the fact that should they purchase the ground spoken of last week it will be midsummer, 1893, before they could get the new buildingsup, which will be built on an extensive scale and as nearly as possible fire-proof.

It has been a great year for the ice men, says James Armstrong. Every dealer has had all he could do. Most of the ice cut in this immediate territory is exhausted, and shipments of both natural and artificial ice in here are larger than ever before known. Ice is low, and more families than ever before use it. The last three weeks ice wagons have been in use eighteen out of twenty-four hours, and shipments of ice through here south are heavy beyond precedent. Although there was an excellent and unprecedentedly heavy crop secured last winter, it will be well cleared out if the weather the remainder of the season

should be no warmer than ordinarily. Among the orders received last week by Nordyke & Marmon Company were included orders for complete flour and cornmill plants at Austin, Minn., Cloverdale, Ind., Newton, Kan., Grapevine, Woodlawn and Sulphur Springs, Tex., Hendersonville, N. C., Warrick, Ga., Memphis, Tenn., and large orders for roller-mills and branpackers from Litchfield, Ill., Cedar Falls, In., St. Louis, Mo., and Salubris, Ida. A study of the geographical locations of the points from which these orders come is suggestive of the amount of territory covered to secure business in this line, and also that the orders must of necessity be of no mean proportions to warrant the outlay incurred in sending representatives to points so widely diverging.

The new laundry on West, Maryland street will doubtless be one of the bestequipped in the West. The Atlas engineworks are now putting in a one-hundred horse-power engine and a 150-horse-power boiler, and the Indianapolis bolt and machine-works are putting in one of their improved freight elevators, which is pro-nounced by those who have examined it to be the most complete and reliable elevator yet constructed. Its capacity is six thousand pounds. It can be utilized for a passenger as well as freight elevator. All of its appliances are of an automatic character, which makes the elevator safer and move more promptly. While it has so great a carrying capacity, it is not clamsy or awkward in its movement. In the laundry it starts on the lower floor, going to the fourth story, the height of the building.

The Court Record. SUPERIOR COURT.

New Suis Filed. Esaias Miller vs. William L. Moore et al. complaint for conversion. Demand, \$650. Room 2. Cleaveland Fence Company vs. John D. Brosnan; suit to foreclose mechanic's lien.

Emma Hamlin vs. William H. Hamlin; divorce. Room 1. James B. Curtis, administrator of the esstate of Mary Stokes vs. the Belt Railroad and Stockyards Company, C., H. & D. Railway Company and the Pennsylvania Company; damages, \$10,000. Room 2. Bar Association Meeting.

Room 3.

afternoon, in the Circuit Court, to pass rescintions upon the death of Harrison T. Tincher. HEADACHE, sleeplessness, neuralgia, dizziness, poor memory, spasms, cured by Dr.

There will be a bar meeting at 3:30 this

Miles's Nervine. Free bottle. Bates House

BUSINESS DIRECTORY SAWS AND MILL SUPPLIES.

ATKINS E. C. & CO., Manufacturers and CUT, BAND, and all other Belting, Emery Wheels and Mill Supplies.

Illinois street, one square south SAWS Union Station. BELTING and

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[Estab. 1851.]

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Decorations, funeral designs and cut nowers. Telphone 1261.

COLLECTING AGENCY. Dealers and others, having to make, advised to try the National Collecting Agency, 10 Vance Block, Indianapolis, Ind REGISTERED WAREHOUSE.

STORAGE. THE DICKSON STORAGE AND TRANSFER COMPANY'S (registered) Warehouse, corner East Ohio and Bee-Line tracks. Telephone 725. Branch Office, 36 West Maryland street. JOB PRINTING.

Cheap Printing. HENRY S. BLANDFORD & CO., 13912 West Washington street, opposite Stathos-Pamphlets and all kinds of Job Printing AT INDIANAPOLIS PRINTING CO. Correspondence solicited.
37 & 39 VIRGINIA AVENUE.

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DYE-ROUSES. BRILL'S STEAM DYE-WORKS. 36 and 38 Mass. ave. and 95 North Illinois street. Cleaning, Dyeing and Repairing. Only the best

SCHOEN BROS., GENTS' CLOTHING RENOVATORS, Cincinnati Steam Dye-Works (Estab. 1869), southeast corner Circle and Market, Franklin Block, opp. Journal. SMITH'S DYE-WORKS, 57 NORTH PENNSYLVANIA STREET. Gents' Clothing cleaned, dyed and repaired. Ladies' Dresses cleaned and dyed.

MANDOLINS AND GUITARS. C. A. SICKFORD & CO., 6 INDIANA AVENUE, Manufacturers of Mandolins and Guitars. Repairing a specialty. Sold on easy payments.

N. F. DALTON & COMPANY. Dealers in Lumber, Sash, Doors, Blinds, Shingles Lath, Fence Posts, etc. South Noble and Eas Washington streets.

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